

Tow Truck /Vehicle Removal Strategy

Problem:

There is an urgent need to assist local policing in moving vehicles, in particular large trucks, from ongoing blockades and demonstrations. As of now, critical areas are Ottawa and Coutts, Alberta with Emerson, Manitoba quickly emerging. Described below is a proposed operational approach with key supports required for each.

Proposed operational approach:

5 escalating steps to be taken by police of jurisdiction based on circumstances:

1. Compel driver to move the vehicle
2. Another person drives the vehicle (e.g. police officer, designated official)
3. If not in movable condition, a mechanic prepares it for driving and it is driven to secure location
4. Vehicle is towed from the area to a secure location
5. If no tow capacity or unable to tow, take other measures to move the vehicle (e.g. push vehicle off roadway where feasible)

Supporting elements and considerations:

** Some tailoring likely necessary to account for local conditions.

1. Compel driver to move the vehicle, with consequences explained if unwilling
 - a. We have seen in Windsor how several drivers moved their vehicles after consequences were explained
 - b. Consequences need to be severe including large fines and seizure authorities and aggressively communicated. Ontario's emergency authorities ratified on February 12, are a model approach.
 - c. Need for coordinated approach (federal, provincial or municipal) for development and imposing of consequences
2. Another person drives the vehicle if operator unwilling
 - a. Deploy commercial driver on contract or a municipal, provincial or federal employee with proper level of licence (e.g. Class 1)
 - i. All levels of government to identify employees with required competencies who can be seconded
 - b. Clarify and address any potential liabilities
 - c. Police /protection escort required
 - d. Storage strategy required (i.e. where and stored by whom)
 - i. Options include RCMP surplus vehicle locations; federal properties under control of PSPC; provincial, municipal yards
3. If not movable, mechanic prepares it to make it drivable

[APG]

- a. Many vehicles have been rendered unmovable at the blockades including removing of tires or otherwise.
 - b. First sources include commercial mechanics or mechanics from municipal/provincial agencies
 - c. Second, deploy municipal, provincial and federal employees who are trained as mechanics
 - i. All levels of government to identify employees with required competencies
 - d. Police protection required
 - e. Storage strategy required
4. Tow vehicle to a secure location
- a. If a large commercial vehicle, tow capacity is limited and specialized. In many cases, tow operators are unwilling to assist for a variety of reasons.
 - b. Removing / towing a large truck is complex requiring up to 4 hours per truck to do so safely.
 - c. First approach is to utilize whatever commercial capacity exists through tailored procurement vehicles.
 - i. Incentives for participation (i.e. premium prices) and penalties for not providing services to be included in procurement vehicles. (Further legal analysis required on options related to penalties. Ability to apply penalties limited in each jurisdiction but collective action may be impactful.)
 - ii. Large freight operators and insurance companies may be able to help encourage the provision of towing services where they have existing relationships.
 - d. If tow trucks are available (e.g. Alberta is already procuring them) but operators are not, identify and deploy municipal, provincial and federal (including CAF) employees for specialized skills
 - e. Out of province / country resources to be sourced and secured if necessary
 - f. Police protection required
 - g. Storage strategy required. Government secure lots to be identified and utilized.
5. If the vehicle can't be towed and is blocking traffic, take other measures to move it.
- a. Heavy equipment exists that can move vehicles out of the path of traffic.
 - i. Utilize municipal, provincial and federal assets and source commercial capacity.
 - b. Police protection required
 - c. Vehicle is not stored in the short term.

Execution:

The execution of this strategy will be by local police with the support of municipalities primarily and by provinces and the federal government.

With the exception of step 1, there will be a need to ensure that proper authorities are in place, and that sites are safe/secured – for the duration of the operations – for preparing and moving of equipment.

[APG]

To assist the police, a network of local, provincial and federal procurement authorities will be established to ensure a consistent approach. The execution of the procurement strategy will be led locally and supported federally, including financial assistance in some cases (e.g. reimbursing Alberta for tow trucks it is purchasing).

- As needed, the federal government can support procurement gaps by use of an NSE that would provide PSPC up to \$15M in authorities.

Protection may need to be provided to tow companies and participating personnel, such as anonymity for private tow services (e.g. remove/hide logos, provide “burner” plates).

Finally, clear linkages with police operational planners in each jurisdiction is required in order to operationalize the strategy and adjust as required.

Next Steps:

- 1. RCMP with PSPC:** Immediately connect procurement authorities in Alberta, Manitoba and Ottawa with provincial and federal procurement officers, assess options and agree on approach. Procurement options for the removal of vehicles and, if necessary, storage strategy, are key elements.
- 2. PS with TC:** Immediately assemble implicated police and provincial officials to explain strategy and tie-in to enforcement approach.
- 3. TC:**
 - a. Arrange for calls by Minister to US senior elected officials (Montana and North Dakota)
 - b. Engage large freight operators and seek cooperation
- 4. PSPC:**
 - a. Refine procurement options (assistance to local procurement and if needed initiate federal procurement) and enable coordinated procurement.
 - b. Confirm availability of secure storage locations should they be needed
 - c. Engage large insurance companies and seek cooperation

[APG]